

NOTES ON WILD
LIFE IN HONGKONG
AND SOUTH CHINA
By the Rev. O. JAMES
BUNBURY, S.I.A.
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ESTABLISHED 1845

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No. 16,155.

號六十月二年五十五百九千壹英

HONGKONG, TUESDAY, FEBRUARY 16, 1915

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T. YAMASAKI,

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(CORNER OF FLOWER STREET).

Telephone No. 1382.

Hongkong, February 2, 1915.

WAR NEWS.

The omission of the German and Austrian
Sovereigns to telegraph condolences to the
King of Italy on the occasion of the earthquake
is being commented on in Italy.

An Amsterdam cable states:—General
Baron von Ompteda has been killed.
Prince Joachim, who was wounded in
September, has recovered and is fighting
in Poland.

The Times correspondent in Bucharest
reports great preparations in Hungary for
the invasion of Serbia by an army of
400,000 men, including 80,000 Germans.

A Washington message of Jan. 25th
states:—The captured British officer Farn,
commanded by a lieutenant from the
Kosovska, will be ordered to leave Porto
Rico within twenty-four hours or be
interned.

JAPANESE TROOPS FOR EUROPE.

The question of whether Japanese troops
should be employed in Europe seems to be
much debated in France. Advocates for
and against have had their say, but strangely
enough they seem to ignore Japan and
Japan's view on the matter. M. Pichou
has advocated their use and that the
Governments of Great Britain and Japan
should be consulted as to the principle.
M. Clemenceau does not think the question of
principle arises. The Anglo-Japanese
Alliance is an alliance in the full sense of
the word. He refutes in vigorous terms
M. Hanotaux's arguments that an appeal
for Japanese aid in Europe would be
regarded as a sign of weakening, that it was
premature, and would detract from the
"specially French" character of the
eventual victory. The qualification of
"specially French" attributed to the final
victory by M. Hanotaux's imagination cannot
correspond in any way with the real
facts. The length of the war—the result is
taken for granted—in the question that is
exercising men's minds and has given such
interest to the controversy on Japanese
intervention.

The Temps urges that Japan should co-
operate with the Allies in Europe. The
Japanese Ambassador in Rome is reported
to have stated that the rumours of the
Japanese intervention in the European
theatre of the war are unfounded.

AUSTRIAN PRINCE IN GERMANY.

Mystery Of His Mission.

London, Jan. 25th.—The mission of the
Austrian heir presumptive to Germany is
exciting considerable speculation. It is
believed in some quarters that he is seeking
Germany's permission to encircle a
separate peace, although in view of the
pro-German sympathies of Baron Buriat it
is more probable that the object of the
mission is to secure greater support from
Germany, particularly in order to check
the growing peace movement in Austria.

COUGHING INTO CONSUMPTION

"Only a Cough" but you stop
while it is ONLY a cough.

WATERBURY'S
METABOLIZED
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COMPOUND

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ROOFS, BRIDGES, STEEL BUILDINGS AND CONSTRUCTION WORK.
SMART STEAM LAUNCH FOR SALE OR HIRE
SOLE AGENTS FOR KELVIN MOTORS.

DIOCESAN SCHOOL OLD BOYS' ASSOCIATION.

A SMOKING CONCERT will be held
at the SCHOOL on FRIDAY the
19th instant at 8.30 p.m. Old Boys who
wish to attend please communicate with
the Hon. Secretary.

H. GITTING,

C/o Messrs. JARDINE MATHESON & Co. Ltd.

Hongkong, Feb. 11, 1915.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the
ORDINARY HALF-YEARLY
MEETING of the SHAREHOLDERS in
this Corporation will be held at the City
Hall, Hongkong, on SATURDAY, the
20th day of February, 1915, at Noon, for
the purpose of receiving the Report of the
Directors together with a Statement
of Accounts to 31st December, 1914.
The REGISTER of SHARES of the
Corporation will be CLOSED from MON-
DAY, the 8th February, to SATURDAY,
the 20th February, 1915, (both days
inclusive), during which period no Transfer
of Shares can be registered.

By Order of the Court of Directors,

N. J. STABB,

Chief Manager.

Hongkong, February 3, 1915.

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the
ORDINARY ANNUAL GENERAL
MEETING of SHAREHOLDERS will be held
at the Hongkong Hotel, Hongkong, on
SATURDAY, 20th February, 1915, at
11.30 a.m. for the purpose of receiving the
Report of the Directors together with a
Statement of Accounts for the year ending
31st December, 1914.
The TRANSFER BOOKS of the
Company will be CLOSED from the 16th
to the 25th February, (both days inclusive)
during which period no Transfer of Shares
can be effected.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, Feb. 14, 1915.

THE CHINA PROVIDENT LOAN & MORTGAGE COMPANY LIMITED.

THE EIGHTEENTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the Company will be held
at the Offices of the Company, St. George's
Building, No. 6, Connaught Road, on
FRIDAY, the 26th February, 1915, at
11.30 a.m. for the purpose of receiving a
Statement of Accounts and the Report of
the General Managers for the year ending
31st December, 1914.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from MONDAY
the 22nd February, 1915, until FRIDAY
the 26th February, 1915, both days
inclusive.

SHEWAN TOMES & CO.,

General Managers.

Hongkong, Feb. 12, 1915.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CARS.
8.50 p.m. and 9 p.m. 9.30 p.m. to 11.00
p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of
an hour.

SUNDAY.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.

SATURDAY.

Extra Car at 12 midnights.
SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, Feb. 12, 1915.

THE ALEXANDRA CAFE cannot be
re-opened, if required, for Special
Cakes, Confectionery, etc. with Wine &
Liquors.

RACE BOOKS

OWNER'S NAME

DATE

PRINTED IN GOLD

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Price \$1.00

CHINA MAIL OFFICE.

RACE BOOKS 1915.

Leather-Covered \$2.00
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KELLY & WALSH, Ltd.
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Hongkong, Feb. 2, 1915.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE LISTED THE NAMES OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.,
and
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1913,

\$23,022,183.

(—Authorized Capital \$4,000,000

Subscribed Capital \$4,500,000

Paid up Capital \$2,427,500

II—Fire Funds 3,890,114

III—Life & Annuity Funds ... 16,136,150

Sinking Fund Account 83,513

\$22,541,268

Revenue Fire Branch 2,567,158

Life and Annuity 1,973,269

Revenue Marine Department ... 222,692

Other Receipts 430,193

\$3,993,312

The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

SHEWAN, TOMES & CO.

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Foreign Goods of every description.

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TEL. No. 811.

Hongkong.

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of Central Market) Telephone No. 115.

Hongkong, September 4, 1914.

BUSINESS NOTICES.

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FOR MEDICAL BATH DOCTORS' PRESCRIPTION WANTED.

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THE HONGKONG HOTEL

AND

GRILL ROOM

J. H. TAGGART,

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P. O. PEUSTER,

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Oil Drilling Cables of any size up to 3,000 feet in length.

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Hongkong, April 11, 1914.

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FRANCISCO TSE YAT, General Manager

Hongkong, August 12, 1908.

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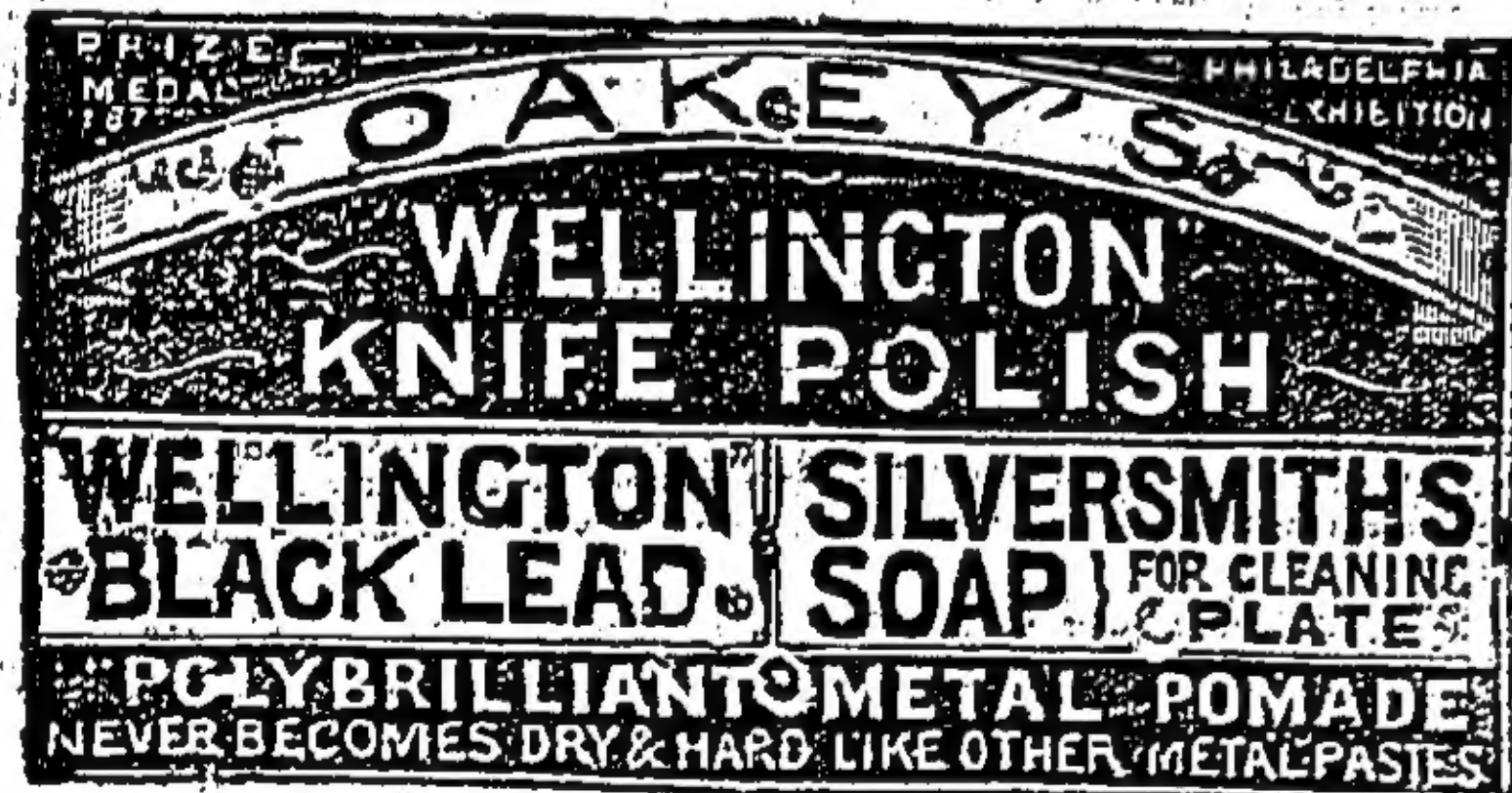
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KAIPING COKE

Competes with the best quality English Cokes for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.HIGHEST FIREBRICKS
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JOHN DODWELL & SONS, LIMITED, "WELLINGTON MILLS," LONDON.

KOWLOON-CANTON RAILWAY.

Time Table - From 1st. October 1914.

OCT									
Woon	6.55	7.45	8.40	9.35	10.30	11.25	12.20	1.15	2.10
ing How	6.54	7.44	8.39	9.34	10.29	11.24	12.19	1.14	2.09
Ma Ti	6.59	7.49	8.44	9.39	10.34	11.29	12.24	1.19	2.14
Tim	7.03	7.53	8.48	9.43	10.38	11.33	12.28	1.23	2.18
Ma Ti	7.03	7.53	8.48	9.43	10.38	11.33	12.28	1.23	2.18
Ma Ti	7.03	7.53	8.48	9.43	10.38	11.33	12.28	1.23	2.18
Ma Ti	7.03	7.53	8.48	9.43	10.38	11.33	12.28	1.23	2.18
Ma Ti	7.03	7.53	8.48	9.43	10.38	11.33	12.28	1.23	2.18
Ma Ti	7.03	7.53	8.48	9.43	10.38	11.33	12.28	1.23	2.18
Ma Ti	7.03	7.53	8.48	9.43	10.38	11.33	12.28	1.23	2.18

*Will stop at Sheung Shui on notice being given to
the guard at Kowloon.

Golfers Train: Sundays and Public Holidays.

Kowloon, 6.45 a.m. Tai Po 9.15. Sheung Shui 9.27

Sha Tau Kok Branch.

OCT

Fau Ling Dep. 6.05 8.20 12.20 3.20

Sha Tau Kok Arr. 7.00 9.15 1.25 4.15

*On Sundays and Public Holidays only, this train will leave
Kowloon at 9.25, arr. Tai Po 10.00, Sheung Shui 10.14, and
Chun 10.21.

INTIMATIONS

MITSU BISHI KWAISHA
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SOLE PROPRIETORS OF TAKA
SIMA, OCHI, MUTARE, YO
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Co.MANILA: Messrs Macondray &
Co.SINGAPORE: Messrs Borneo Co.
Ltd.GLASGOW: Messrs A.R. Brown,
McFarlane & Co., Ltd.

For particulars, apply to

K. KATO,
Manager,No. 2, PRINCE STREET,
HONGKONG.

NOTICE

THE EAST INDIA SEA & FIRE
INSURANCE CO.WE HAVE taken over the AGENCY
of the above company in Hongkong
and are now prepared to grant FIRE and
MARINE policies of Insurance at Current
Rates.THE CHINA COMMERCIAL CO.,
S. Duddell Street,
Hongkong, January 15, 1915. 40

NOTICE

L'UNION FIRE INSURANCE
COMPANY LTD. OF PARIS.WE HAVE taken over the AGENCY
of the above company formerly held
by Messrs. BURNETT & CO. and are
prepared to ACCEPT RISKS from this
date.CREDIT FONCIER
D'EXTREME-ORIENT,
Princes Buildings,
Hongkong, January 21, 1915. 52

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

SAVARESSE'S
SANTAL
CAPSULESMost Certain Cure.
Physicians recommend them.
Of all Chemists.

As Welcome as the Mail

With their uniform fullness of flavour, delicious
fragrance and unchallengeable purity, Aide-de-Camp
Cigarettes are a source of unrivalled pleasure and
satisfaction.Aide-de-Camp
Virginia CigarettesSkillfully blended by experts from the choicest
Virginia leaf and packed in air-tight tins.

PRICE: 75 Cents a Tin of 50 Cigarettes.

In Return for 10 empty "Aide-de-Camp" tins we give one beautiful
Calendar for 1915.WESTMINSTER TOBACCO CO., LTD.
18-BANK BUILDING,
HONGKONG.

SCOTTISH LETTER.

(From Our Own Correspondent.)

EDINBURGH, January 6.

NEW YEAR HOBOES.

The notable absence of political partisan-
ship in the bestowal of the New Year
Honours is one of the most attractive
features of the various lists. The list is so
made in them to excite unfavourable com-
ment, or to bring a sneer to the lips of the
cynically minded. It is nearly all have
been honourably won, not alone by service
to a party, but by service to the State,
whether in the Mother Country or in the
far flung Dominions overseas. One of the
few Scottish honours in what is called
"the Prime Minister's list" which
provides a favour of party is the Mar-
quis of Aberdeen on the Lord of Aber-
deen on his retirement from the Lord
Lieutenancy of Ireland. No such suspicion,
however, attaches to the "This list" given
to Lord Lovat: it is a recognition of his great
military services in the Highlands during
the South African and the present wars, es-
pecially in connection with Lord's Scouts.The most interesting feature to be seen
of the King's Privy Council is the names of
Mr. Arthur Henderson, M.P., Chairman of
the Labour Party; a native of Glasgow, he
has done good work in connection with
war relief funds and has taken an active
share in the Parliamentary recruiting
campaign. He is the fourth Labour member
to receive the dignity of P.C., the others
being Mr. William Abraham, Mr. Charles
Fenwick, and Mr. Thomas Burt. Another
Scottish Privy Councillor is Sir William
Macgregor, who has had a distinguished
career as a Civil Servant and Colonial
Administrator. At one time chief medical
officer in Fiji, he came subsequently
Lieutenant-Governor of British New
Guinea, and Governor in turn of Lagos,
Newfoundland, and Queensland. Of the
15 knights, two are Scotsmen—Dr. James
Dobbie, a native of Glasgow
and a distinguished scientist, and
Director of the Royal Scottish Museum in
Edinburgh, and Mr. John Cowan,
an Edinburgh business man, well known
locally for his interest in philanthropy
and municipal work, and a former Master of
Edinburgh University. Cowan is the
father of the late Lord Cowan, who was
a member of the House of Commons and
a member of the Privy Council. He is a
majority in Manchester. Among other
civil distinctions of interest is a C.V.O.
for Dr. John Marmoch, Professor of Sur-
gery in Aberdeen University.Sir William Macgregor, one of the
recipients of New Year honours mentioned
above, played a remarkable part in the
rescue from a wreck of a shipload of Indian
civilians. At the time of the disaster he
was Acting Colonial Secretary of Fiji. He
made his way along a broken reef which
was the only communication between the
ship and the shore, and returned again
and again with a human being on his back
or a child held by the clothes between his
teeth. Finally he slid down a rope to a
raft where a woman lay who had fallen
overboard, and catching her hair in his
teeth he saved two men in his hands and
brought them all to a place of safety.Queen Victoria presented him with the
Albert Medal, the Australian Government
gave him the Order of Gold Medal for saving
life, and he was awarded the Watson G.D.
Medal, the Founders' Medal of the Royal
Geographical Society, and the Mary King-
ley Medal.GERMANS IN CHINA.
Printers are constantly appearing in the
Scottish press in regard to the employment
of German agents of British firms abroad,
especially in China. These protests are
reinforced by letters from British subjects
in the Far East, even from persons who have
little or no connection with trade. One of
the latest letters received is from Mr. A.
Stewart Annett, agent of the National Bible
Society of Scotland at Tientsin. He says,
"The Germans continue to run their line
factory from Peking to Canton, and have
become such adepts at mixing a modicum
of truth with a maximum of falsehood as to
deceive weak-minded Englishmen, Germans,
and credulous Chinese. Many Germans
who are engaged in disseminating falsehood
in and besmirching the name of Great
Britain are agents for British firms of long
standing, and are even now engaged in
shipping goods under English names. No
wonder the Germans laugh at us!"THE GERMAN CANAL.
A well-known authority on the Panama
Canal says that the war has saved that
enterprise from a good deal of criticism
by diverting attention from the way in
which it has been working since it was
opened to traffic in August last. It is a
great thing, of course, that the Canal
should be working at all, and quite a
respectable amount of trade is being at-
tracted to it, but the trouble from land-
slides, especially in the Colaba Cut,is both persistent and serious, and is
occasioning great uncertainty in the use of
the Canal. This fact renders it quite un-
suitable at present as a highway for the
United States Navy, and until that result
is achieved one of the main purposes of the
canal in the eyes of the Americans will
remain unfulfilled. My informant, who
knows all the conditions from personal
observation, believes that the trouble due
to landslides will gradually be overcome, as
the banks of the Canal are gradually reduced
in slope, but this will need a very much
greater expenditure of time and money
than was at first anticipated.

THE ROBIN'S SONG.

I hear the robin singing siller clear—
siller clear,
I kenna gin he kens the time o' year—time
o' year.But his sang is like a lance,
Gay and gallant in advance
O'er the frontiers of Romance
And of Fear.I hear the robin singing siller build—
siller build,
I kenna gin he feels the creeping canid—
creeping canid.But he daurna do ita worst,
—Free his heart accurst.
Wi' its fangs o' or noucht must
In Dail's hauch!I hear the robin singing siller strong—
siller strong,
I kenna gin he sings to smoor the stang—
smoor the stang.O' red war's black misery
That fills baith night and day,
Berring coo like jip and ray—
O' Licht's tharng.I hear the robin singing siller pure—siller
pure,
And I wish my cam o' courage were as sure
As his.Through life's black land unseen,
Though the years be shrunken lean,
Like the robin's crisp and clean
To endure

J. S. M. in "Herald."

THE ADMIRALTY are issuing the "war
service" badge to workmen on the Clyde,
who, being engaged in the construction of
ships, are engaged in the manufacture of arms
and munitions of war. And the badge is
described by the Admiralty as follows: "The
badge is a small square of the Admiralty
and naval forces of the Crown. These
men, of course, perform a service as im-
portant to the country as any they could
do by joining the Army or Navy, but at
present, being undisturbed by the
"shirkers," they have undevotedly come
under reproach for their supposed lack of
patriotism. The badge is a tasteful pro-
duction with a gilt crown in relief in the
centre, surrounded by a narrow blue
enamel band on which is the inscription,
"Our War Service 1914."THE PRINCE IN THE FAR EAST.
There were about 250 vessels of 1,557,000
tons running regularly in Oriental waters be-
fore the war, not including steamers en-
gaged in trade of an irregular nature,
says the Glasgow Herald. These services
have become more or less demoralized since
the outbreak of hostilities. German and
Austrian liners were altogether with-
drawn, while British and other liners have
not been fully replaced, probably because
of the shortage of steam tonnage on the
respective home waters, and also because
of frequent dangers on the high seas from
the attacks of German cruisers. At the
end of October there were, according to the
"Fishing News," about 180 vessels of 900,000
tons engaged in actual service, being only
two-thirds in number and tonnage of what
was running in the times of peace.Although the Japanese lines are keeping
their sailing schedules regularly since the
war, they are suffering from the temporary
drift of trade in Europe, and from
climatic among shippers and cargo owners.
In the passenger business the Japaneselines have practically a free hand on both
European and Trans-Pacific services, but
even these services have been deterred
at all points for many weeks waiting till the
command of the sea is regained. While
ships required by both the Navy and Army
departments for war purposes are of smaller
size and not so numerous as during the
 Russo-Japanese war, the steamers employed
on the principal lines have not been re-
quisitioned at all, and besides these steam
ship companies have added a large number
of ships to their fleets by new construction
during the past year. They are thus ready
to fill up the vacancies left by the foreign
lines.German vessels engaged on Oriental
service before the war aggregated about
200,000 tons. Some of these may resume
services when hostilities come to an end
but it will take many years before their
services can hope to assume their previous
proportions, and a considerable amount of
traffic which formerly went by German
vessels will naturally be carried by Japan-
ese ships when conditions are more settled.In the tramp shipping business a num-
ber of new cargo routes have been opened
of late years by Japanese steamers, owing
to the general expansion of overseas com-
merce, including some to Europe, South and
North America, India, Dutch East Indies,
and other countries. About one-half of the
total tonnage of Japanese steamers above
100 tons gross—710,000 out of 1,550,000
tons now afloat—belongs to the three
principal shipping companies—the N.Y.K.
the O.S.N., and the T.M.K. Nearly all
are used on regular passenger and freight
lines while the others are engaged in an
irregular freight business, the greater
percentage of which is on the foreign cargo
routes mentioned above. The lack of
international exchange and the heavy
premiums of war risk insurance have checked
the shipments and restricted the demand
for tonnage. But when a Government war
risk scheme, similar to those of the
maritime nations, was put into
operation, the foreign exchange difficulty
was diminished and the general outlook
of the trade is now clearing and the tramp
business will, it is hoped, recover its vitality.Even so, the tramp business is not an
end in itself, and it seems certain that before
German shipping can regain the position it held
prior to the war Japanese ships will have a
fair chance to obtain a footing on the
ground lost by the Germans.SCOTLAND'S WAY.
What was the way in Scotland
In the brave days long ago?
In her sons' great need came an alien breed
To succour them from a foe?
Nay, this was the way they followed:
Themselves were the first in the fray,
In their proud might they fought their fight
For that was Scotland's way.What was the way in Scotland
When a tyrant foe showed face?
They dwelt at ease by their own roof-trees
While strangers bled in their place?
Nay, this was the way they followed:
With their own right hand fought they,
And Scotland's right was Scotland's fight,
For that was Scotland's way.What was the way in Scotland
But the way of the brave and free?
If the broad expanse, you will make it
Yours for the world to see.
For she kept her own flag flying,
And herself still led the way,
By the same old name, by the same name,
Let Scotland lead to-day!T. E. D.
Lieut. A. R. Rainy, R.F.A., who has
been awarded the Military Cross, is a son
of the late Dr. A. R. Rainy, M.P. for
Kilmarnock Burghs, and grandson of the
late Rev. Principal Rainy, United Free
College, Edinburgh.The Scottish soldiers at Gallipoli, be-
ing well catered for in the matter of
barrack-room comforts, the organiser being
the Rev. W. Paton, Minister, the local
Presbyterian clergyman. There is no
greater favourite with the soldiers than
the minister himself, who has made a
happy hit with a para-phrase of "Type-
" which runs—
It's a long way to Anchertermuck,
It's a long way to Perth,
It's a long way to get to anywhere
Free anywhere else on aish.
Good-bye to Ballachulish,
Farewell, but don't den,
It's a long way to get to Anchertermuck,
But we'll gang back again.The right of granting honours such as
the New Year ones, noticed above, is of
course reserved to His Majesty, but the
responsibility of suggesting them rests
mainly upon the Prime Minister, and the
opinion of Prime Ministers who have been
petitioned with requests for awards of this
kind would be well worth regarding if it
were possible. We know, however, what
Diersall said of one of his persecutors, "If
we give him the Thistle he will want to eat
it."MARRIAGES.
At the Imperial Hotel, Aberdeen
Charles A. Souter, of Souter, Coward and
Co., Ltd., London, to Mary H. Watson,
eldest daughter of the Rev. John Watson,
English Presbyterian Mission, Amoy.
At Craigiehall Church, John Grant,
Hongkong, to Jane, fourth daughter of
the late James Collier, J.P., Tomfarris,
Bristol, and Mrs. Collier, late Mary E.
Craigiehall.At 17 Walker Street, Paisley, John
Young, engineer, I.R.I., Philippine Islands,
to Joan Hamilton, daughter of the late
John Bain, Ardrossan.WHO'S WHO IN THE CASUALTIES.
Among the wounded are Captain Oriel
W. E. Bannerman, 15th Bengal Lancers,
second son of General William Bannerman,
C.B.; his elder brother is heir-presumptive
of Sir Alexander Bannerman, Bart. of
Black Kinnear; his ancestors were
hereditary standard-bearers to the Kings of
Scotland. Lieutenant Ernie J. Corrie-
Scott, 2nd Gurkhas, eldest son of George
Corrie-Scott (who died at Dharmas while
second in command of the 1st Gurkhas);
descended from Walter Scott of Synnott,
the son or grandson of Sir Michael Scott,
knight of the Buccleuch family. Captain
Frame, Glasgow Highlanders; formerly a
Baggy half back playing with the Glas-
gow Academicals.OBITUARY.
Lieutenant Colonel David Douglas Cun-
ningham, F.R.S., C.I.E., Hon. Physician to
the King, son of the late Rev. W. E.
Cunningham, Educator at Edinburgh
University, he entered the Royal Medical
Service in 1863, subsequently becoming Pro-
fessor of Physiology in the Calcutta Medical
College. He actively co-operated with the
late Sir George King in researches which
led to the manufacture of quinine by an in-
expensive process, by which it was placed
within the reach of the masses in India.
On several occasions he acted as Govern-
ment Quinologist and Superintendent of
the Calcutta Botanical Gardens. After
conducting some special cholera inquiries,
he accompanied the Tibet Expedition of
1886 as Government naturalist.WILLS AND ESTATES.
Mr. Robert Scott, of Shanghai, late of
Burbank Cottage, Ayrshire, 28, 990.JOHNSTON
KELLY & MACDONA66, Major Street,
MANCHESTER.

TRADE MARK

Manufacturers & Shippers
White, Dyed, Printed
and Coloured Woven
COTTON PIECE GOODS.Quality, Finish, etc.,
Guaranteed.Orders accepted at lowest cost.
C.I.F. HONG-KONG.

INTIMATIONS

NOTICE

ANY EUROPEAN desiring to leave the
Colony should apply in writing for
permission to do so to the Provost Marshal,
Head Quarters Office, at least 48 hours
before the intended hour of departure,
giving name, nationality, age, sex, height,
complexion and occupation of the applicant,
and stating the name of the steamer or
other vessel or the hour of the train by
which the applicant wishes to leave.
Applicants should apply in person for their
passports to the Provost Marshal at Head
Quarters Office between the hours of
10 A.M. and 4 P.M.

Hongkong, January 23, 1915. 72

DAIRY FARM NEWS.

FISH

We have received a New Shipment
of
SELECTED
FINNON HADDOCKS,
FILLET HADDOCKS
AND
KIPPERS.HONGKONG HORTICULTURAL
SOCIETY.

ANNUAL SHOW.

THE FLOWER AND VEGETABLE
SHOW will be held on the 4th and
5th March in the Botanical Gardens.
Intending Exhibitors should send their
entry forms to the Hon. Secretary not
later than 25th February. Copies of Rules
and Schedules may be obtained from the
Hon. Secretary.F. HOWELL,
10 Des Voeux Road, Central,
Hongkong, Feb. 9, 1915. 124

NEW MACAO HOTEL.

NOTICE

TAKE NOTICE that on and after the
1st day of February, 1915, the
Management of the above HOTEL will
be carried on by L. W. MAE in place of
O. O. MOORE, and all future correspondence
and orders must be signed by the said
L. W. MAE.NEW MACAO HOTEL,
Macao.
Macao, 4th February, 1915. 106

PATELL & CO.

Exporters & Importers

General Merchants

Commission Agents.

HONGKONG, CANTON,

SHANGHAI AND
HANKOW.

S. I. N. T. I. N. G.

Surgeon-Dentist.
No. 14, D'ARAGUE STREET.TERMS VERY MODERATE
Consultation.If you have lost your appetite, one of
the big variety of delicacies at the
ALEXANDRA CAFÉ is sure to tempt
you.



Hughes and Hough
AUCTIONEERS TO THE GOVERNMENT.
AND AUCTIONEERS.

General Auctioneers
AND
Share, Coal and
General Brokers.

PROPRIETORS
"TO-KWA-WAN"
COAL STORAGE.

Codes used
A.B.C. 4th & 5th Editions.
A1. TELEGRAPHIC CODE.
Telegraphic Address
WELTRON HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on
WEDNESDAY
the 17th February, 1915, commencing at 2.30 p.m. at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,—

SKYRAT LOTS OF
NEW TEAKWOOD FURNITURE, AND
SUNDRY BLACKWOOD
FURNITURE, &c.
As follows:—
Upholstered Drawing Room and Bedroom
Suits, Bedroom Furniture, Dining Room
Furniture, Arm-chairs and Sofas, Carpets
and Rugs, Brass and Brass-mounted
Bedsteads, Toilet Tables, Wardrobes,
Washstands, &c., Sideboards, Dinner
Waggon, Extension Dining Tables and
Chairs, &c., &c., Dinner and Dessert
Services, Crockery, Glass and E.P. Ware,
Cooking Stoves, &c., &c.

Also
Blackwood Cabinets, 1 large 4-fold
Blackwood Screen (Porcelain Panels) and
Blackwood Fire Screen, Stands, Toppers,
Sofas, &c., Two 1-ton 2, Marble Clocks,
Two Combination Safes, Remington Type-
writers, Brass Fenders and Fire Brackets
(new), and a few lots of Table Linen,
&c., &c., &c.

(Full Particulars from Catalogue.)
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Feb. 10, 1915. 131

PUBLIC AUCTION.

FOR THE BENEFIT OF THE PRINCE
OF WALES FUND, THE BELGIAN
RELIEF FUND, TONKIN AND
CHAMBERLAIN FUNDS.

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned), on

THURSDAY
the 18th February, 1915, at 3 p.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street,—
A 40 H.P. FOUR CYLINDER
LIMOUSINE CAR,
built by STODDARD DAYTON,
Seating accommodation for Six Passengers,
in Perfect Running Order.

On view at the Garage of the Dragon
Cycle Co.
Inspecting Orders will be issued by the
Undersigned.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, Feb. 10, 1915. 108

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned), on

THURSDAY and FRIDAY
the 25th and 26th February, 1915,
commencing each day at 2.30 p.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street,—

A VERY VALUABLE COLLECTION OF
OLD CHINESE PORCELAINS,
BRONZES, BRASSES, AND CARVED
IVORIES, &c.
Comprising:—

Pekinese Cloisonne and Enamel, a
choice collection of Snuff Bottles, Chinese
Water Colours and Inlaid Screens, and
some very rare specimens of Porcelains.

Also
Several pieces of Ming Porcelains taken
from Peking at the time of the Boxer Re-
bellion.
On view from Monday the 22nd.
Catalogues will be issued.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, February 11, 1915. 127

ALEXANDRA CAVE.

OYSTERS: Fresh, Fried or Stewed,
Fifth Baddley, Kippers, &c.

Variety of Uses.

The uses to which Lea & Perrins' Sauce can be put, are innumerable.

At Luncheon, Dinner or Supper, it is the ideal sauce for *Roast Meats, Fish, Game, Cheese, Salad, etc.*

In the Kitchen, it is indispensable to the cook for *flavouring Soups, Steaks, Gravies, Minced Meat, etc.*

In India, a favourite "Pick-me-up" is Lea & Perrins' Sauce with *Soda-water*.

Lea & Perrins
The Original and Genuine
WOICESTERSHIRE

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on
SATURDAY
the 20th February, 1915, commencing at 11 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,—

A QUANTITY OF
VALUABLE TEAKWOOD AND
SUNDRY BLACKWOOD
FURNITURE, &c., &c.

Comprising:—
Drawing Room Suites, Bedroom Suites,
Dining Room Furniture, Arm-chairs and
Sofas, Carpets and Rugs, Brass-mounted
Bedsteads, Toilet Tables, Wardrobes,
Washstands, &c., Sideboards, Dinner
Waggon, Extension Dining Tables and
Chairs, &c., &c., Dinner and Dessert
Services, Crockery, Glass and E.P. Ware,
Cooking Stoves, &c., &c.

An assortment of Blackwood Furniture
Marble Clock, 2 American Combination
Safes, &c., &c.

(Full Particulars from Catalogue.)
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Feb. 13, 1915. 147

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned), on

SATURDAY
the 20th February, 1915, at 2.30 p.m., at
No. 309 Nathan Road, Top Flat,
Kowloon.

THE SUNDY
VALUABLE HOUSEHOLD
FURNITURE,
&c., &c., &c.

Comprising:—
Hallstand, Large Sideboard, Extension
Dining Table and Chairs, (Padded Task)
Chesterfield Sofa and Arm-Chairs, Large
Bedstead (Hair Mattress, Wardrobes,
Toilet Table, &c., &c., Pantry and Kitchen
Utensils, Electric Fittings, Remington
Typewriter, &c.

(Full Particulars from Catalogue.)
On view day of sale.
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Feb. 13, 1915. 146

JAPANESE MAKERS.

Every kind of Footwear.



CHERRY & CO.,

PEPPER STREET.

Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 21, 1914.

THE NEW FRENCH REMEDY.

THERAPION NO. 1

THERAPION NO. 2

THERAPION NO. 3

THERAPION

THERAPION

THERAPION

THERAPION

THERAPION

HAVE YOU A BAD LEG

with wounds that discharge or otherwise, perhaps
surrounded with inflammation and swelling, that
when you press your finger on the inflamed part
it leaves the impression? If so, under the skin
you have poison, which does all the mischief
you have tried. Perhaps your knee is swollen,
the joints being affected, the same with the
ankles, round which the skin may be discoloured,
or there may be wounds of the disease, it allowed
to continue, will deprive you of the power to walk.
You may have attended various hospitals and been
told your case is hopeless, or advised to submit to
amputation, but do not! Try the Grasshopper
Treatment, which is a certain cure in cases of
Abscesses, Clavicular Swellings, Poisoned Hands,
Cancerous Ulcers, Joint, Bone, and House-
hold's Rashes, or Snake, Insect and Dog Bites.
Send at once to the Drug Stores for a box of

**GRASSHOPPER OINTMENT
AND PILLS.** Prepared by Albert, Albert
House, Faringdon Street, London, England.
Price in England 1/11 and 2/9 per box.
Agents:—A. S. Watson & Co., Ltd.
Hongkong.

Capt. Whiffen, 46, Goodmayes-avenue,
Goodmayes, fractured leg.
Mr. T. W. Bolton, 27, Lady Smith-road,
Seven Kings, shock.
The following were treated at the London
Hospital:—
Mr. Walter Cooks, 42, Eastwood-road,
Goodmayes, seriously injured.
Mr. Beatty, slightly injured, not de-
tained.
A man unknown, but believed from an
envelope found upon him to be Mr.
F. S. Allen, of 22, Charlbury-gate,
Seven Kings, concussion and
injuries to the wrist.

DISASTER ON THE G.E.R.

2 TRAINS WRECKED AT ILFORD.

9 Dead, 25 Injured.

Heavy Engine Plunges Into a Yard.

Nine people were killed and twenty-five injured in a collision that occurred on New Year's Day on the Great Eastern Railway just outside Ilford Station. The breakfast-express from Clacton to London crashed into and cut in halves a local train, also bound for London.

During the morning the following official notice was issued by the Great Eastern Railway Company:—

At 8.40 at Ilford Station a Clacton passenger train ran into the side of a local train, which was at the time passing from the up local line to the up through line.

So far as can be ascertained, the signals were set for the local train.

About ten passengers have been killed and at least twenty seriously injured. A number received minor injuries.

All the officials were promptly on the ground, and every attention was given to the injured.

Several carriages were seriously damaged as well as the engine of the express. There is not much damage to the permanent way.

The line will be partly reopened in a few hours and entirely restored by evening.

THE DEAD AND INJURED.

It was announced by the G.E.R. that as far as could be ascertained the following was a complete list of those killed and injured:—

KILLED.
Mr. G. Maylin, Chief Traffic Manager's Office, G.E.R., picked up dead.

Mr. Simons, Hornchurch, died in Ilford Emergency Hospital.

Mr. Augustus Lambert, 108, Kinauna-road, Goodmayes.

Mr. J. Deligow, The Elms, 36, Aldborough-road, Seven Kings.

Mr. G. Richardson, Engineers' Office, G.E.R., 25, Como-road, Romford.

Mr. F. H. Daniels, c/o Messrs. Waring and Gilson, Oxford-street.

Mr. Alex. White, 46, Norfolk-road, Seven Kings.

Mr. H. W. Bird, 103, Felbridge-road, Seven Kings.

Miss Bertha Christie, 34, Aldborough-road, Seven Kings.

INJURED.
Rowland H. Gann, 43, Colenso-road, Seven Kings, fractured leg.

Mr. A. Perry, Continental Claims Office, G.E.R., of Ilford, fractured leg.

Mr. Chapman, Goods Rates Dept., G.E.R., shock, injuries serious.

Mr. S. Wines, 32, Kimberley-avenue, Seven Kings, shock.

Mr. R. J. Clarke, 34, Farnham-road, Seven Kings, bruised head and shaken.

Mr. H. W. Towndrow, 69, St. Albans-road, Seven Kings, injured back and shock.

Mr. E. Weth, of the "Catholic Herald," right arm injured.

Mr. A. P. Cook, 36, Shaftesbury (or Mafeking) avenue, Seven Kings, shaken.

Mr. G. Gelloud, Secretary's Office, G.E.R.

Mr. Harry Smith, parcels office, G.E.R., shaken.

Mr. Marsden, "Oakland," Hatfield (perish), shaken.

Mr. Mills, 9, Westwood-road, Goodmayes, arm-injured.

Mr. Cecil, and office, G.E.R., shock.

Miss Bellars, Whimmedigh-gardens, Seven Kings, shaken.

Mr. F. Hamer, "Dawlish," Forest-lane, Shenfield, shock.

Mr. W. Fordham, 4, Montrose-terrace, Green-lane, Ilford, shaken.

Mr. Stevens, 21, Eastwood-road, Goodmayes, shaken.

Mr. F. Mills, 3, Vicarage-gardens, Seven Kings, bruised.

Mr. Donley, 61, South Park-drive, Ilford, shaken.

Mr. E. Staines, 183, Brentwood-road, Romford, badly injured.

CROSS-OVER COLLISION.

Side-by-Side Smash Outside the Station.

The two trains were the 8.20 a.m. City-train from Gidea Park and the 7.6 a.m. express from Clacton-on-Sea. At the time of the crash there were hundreds of people waiting on the platform of Ilford Station, and the accident happened so close that large numbers of people rushed down to the scene to render first aid to the injured.

The accident was very similar to that which occurred outside Reading Station in June last, when an express train dashed into a slow train "broadside-on."

In the collision the local (Gidea Park) train was travelling across from the slow up-line to the main up-line, its next stop being Liverpool-street Station. About half the train had passed the cross-over

when the express, travelling in the same direction, rushed through the station and crashed into it. One of its middle-coaches, composed mostly of first-class compartments, was cut clean in two and thrown on its side, the compartments being rammed like matchwood. A great mass of wreckage was piled up, and beneath this passengers in the local train were pinned or killed. In all three coaches were overturned, one being actually lifted and dinged for several yards.

Several other coaches were "thrown from the rails, but remained upright. The first coach of the express train had the whole of the corridor side ripped off.

With other coaches it left the rails, and came to a stop on the brink of the embankment. The second coach, which telescoped into the first, was itself partly underneath the third coach.

When it struck the local train, the express engine, one of the largest and most modern on the line, reared up and plunged through a brick wall into the yard below of the Ilford Paper Mills.

Fortunately the driver and fireman had an opportunity of jumping clear of their engine as it fell over, and they escaped with minor injuries.

In the yard where the engine fell a man was loading a cart with bricks, and on to this the huge engine crashed, killing the horse instantly and smashing the cart to matchwood. How the driver escaped death it is hard to say, for although the engine plunged clear on top of him he crawled out from underneath a few minutes later suffering from cuts and bruises.

As the engine fell the tender broke from it and, turning completely round and facing the direction from which it had come, settled down on the brink of the wall of the yard. The engine itself was almost completely wrecked, and lay broken and twisted in the yard, boiler-plates and driving-rods being twisted into fantastic shapes.

The cries of the injured and dying as they lay pinned under the wreckage, were heartrending and pitiful in the extreme. It was some time before, by combined efforts, police, soldiers, and railway workers were able to raise the heavy pieces of wreckage and thus release the sufferers.

Doctors were soon on the spot, and passengers more seriously injured were removed on ambulances to the local hospitals; those suffering from minor hurts being attended to on the spot by R.A.M.C. men and then removed home.

Some of the passengers from the wrecked trains and others who had been waiting on the station rendered valuable service in attending to the injured and in assisting to rescue those imprisoned beneath the smashed coaches.

The bodies of four dead people were seen under the debris of one of the carriages, but it was impossible to extricate these until the break-down gang arrived with cranes to lift the coach.

Later in the afternoon the bodies of a young woman (Miss Christie) and a middle-aged man were found beneath the tender of the express engine, and it was not till quite late that the breakdown gang men were able to get close enough to raise the tender. Miss Christie was still holding a novel in her hand when her body was lifted out.

Every new weapon of this character

Most of the dead were terribly mutilated, and several of them were crushed almost beyond recognition. The body of Mr. George Maylin, the chief time-table clerk of the G.E.R., who had joined the local train at Goodmayes, was one of the first to be brought out.

"Daily News."

BATTLESHIP AND SUBMARINE.
View of American Expert.

In this connection it is of interest to quote the considered view, also given before the Congressional Committee, of Admiral Badger in the supreme command at sea. This officer was asked what he thought of the exploits of the submarines. He replied with deliberation:

"There has been considerable discussion about the submarine versus the battleship—the submarine and other weapons of that character. The use of the submarine in warfare may be designated as a weapon of opportunity. If the opportunity occurs for its use it is formidable and destructive, but a successful enemy need not permit the opportunity to occur. In all naval wars there have been employed weapons of a similar character. There have been in use fireships, the bomb or exploding shells, spar torpedoes, automobile torpedoes, mines, and obstruction for the defence of coasts and harbours, but none of these weapons have ever won battles or even materially assisted in the big battles that finally decided the war."

Every new weapon of this character

when it first appears appeals to our imagination, and we are apt to say that it changes the character of warfare. But such is not the case, as is shown by the whole history of the development of weapons of war. Twenty-five years ago had some inventor said, "I have here a weapon that will run beneath the surface of the water at a speed of twenty-five miles an hour for 6,000 or 10,000 yards, which will carry 200lb. of dynamite, and when pointed in the direction of a battleship, will go in an absolutely straight line, steered by a gyroscope to the point aimed at," everybody would have been tempted to say, "That ends the day of the battleship."

Continuing the discussion of this subject, this distinguished American officer remarked:

"It will not win battles." But to-day every navy in the world has a weapon of that character, and yet they have the battleship lower and stronger than ever. The only thing that weapons of this kind do is to delay or obstruct the movements of the main force of battleships come together. The submarine is only another means of getting near a battleship in order to fire a torpedo. The first torpedo that was used, about fifty years ago, was used on the end of a spar rigged out from a little boat. It was a new weapon, and naturally no defence had been developed, and it destroyed or disabled four or five big ships before the defence was developed. Then came the automobile torpedo, the present Whitehead, that would run under water for three or four hundred yards.

That was first used in 1877, and it destroyed or disabled three or four ships. Now, all these same weapons are comparatively useless to-day, because the defence has been developed, and so it will be with the submarine. Its first attempt will be heralded with some success, but in the development of any offensive weapon it is naturally followed by development of the defence, which does not appear until later. The submarine is the latest weapon, and the defence against it is not yet fully developed, but in the natural progress of all such developments the submarine will take its place alongside of the spar torpedo and the automobile torpedo and every other auxiliary weapon of that character. It will be able to delay, obstruct, and hamper the movements of its main force, but it will not win battles.

After these two statements we can be in no doubt, first, as to what is the opinion of sailors the world over as to the work which the British Fleet has done, and, secondly, as to the place which the battleship still holds as the arbiter of sea power.

BEWARE OF COLDS.
CHILDREN are much more liable to catch colds and influenza than they are to catch pneumonia, diphtheria, scarlet fever, and consumption, and these are often contracted when a child has a cold. That is why all medical authorities are so anxious to get rid of colds as quickly as possible. For the best remedy for colds, see the advertisement for Chamberlain's Cough Remedy. It can always be depended upon, and is pleasant and safe to take. For sale by all Chemists and Stockporters.

TRAINING TIMES.

Tuesday, February 16.

OLD PONIES.

POY.	JOCKEY	Dist.	1	2	3	4	5	6	7	8	9	10	11	12
Perhaps (late May De)														
Septine	Georg	1m 0	34.2	1.09	1.46	2.17.4								31.4
J. & M. Nighty	D. K. H. B.	1m 0	41.2	1.19.3	1.57	2.29.2								32.2
St. Galahad														
Fijian Chief	boy	1m 1 1/2	39	1.15.1	1.46.3	2.20.2	2.51.3	3.30.2	4.06.1					31.2
Saxon Chief	boy	1 1/2	37	1.12.2	1.46.3	2.20.2	2.51.3	3.30.2	4.06.1					30.4
Harpoon Chief														
Radium II	Pope	1m 0	39	1.14	—	2.21.4								—
Drumhead Dahila														
(late Britannia)	C. R. B.	1 1/2	38	1.09.2	1.46.3	2.21.3	2.55	3.27.2						31.2
Sunstar Dahila (late Sunlight) M	boy	1 1/2	37	1.13	1.49	2.23.3	2.56	3.27						31
Triumph Dahila														
(late Forbearance)	M.	Vida	37	1.13	1.43.2	2.20.3	2.54.3	3.26.2						31.4
Aldwych	M.	Vida	36.3	1.10.2	1.44	2.16.3	2.48.2							30.
Macvire (late Victor A. Astor) ..														
President														
Annan														
Moffat														
Amfield														
Wance														

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE PROGRESS OF THE WAR.

WAR IMMINENT BETWEEN GREECE AND TURKEY.

GREEK AMBASSADOR LEAVES CONSTANTINOPLE.

ALLIES TAKING FURTHER ACTION

REGARDING FOOD STUFFS TO GERMANY TURCO-GREEK RELATIONS.

London, Feb. 14, 4.30 a.m.

Reuter's correspondent in Athens reports that a rupture in Turco-Greek relations in consequence of the attack incident was narrowly averted. The Greek Minister announced his intention to leave Constantinople in 24 hours unless satisfaction was accorded.

The Grand Vizier vaguely replied that the Porte would grant satisfaction, whereupon the Minister reiterated his intention to leave immediately unless the Vizier gave a written assurance.

The Vizier promptly acceded.

AMBASSADOR LEAVES CONSTANTINOPLE.

London, Feb. 15, 7 p.m.

A telegram from Athens states that the Greek Minister has left Constantinople owing to the Turks not fulfilling their promise to his satisfaction for the policeman's insult to the Greek naval attaché.

FOOD STUFFS IN NEUTRAL SHIPS.

ALLIES TO TAKE FURTHER ACTION.

London, Feb. 15, 6.5 p.m.

In the House of Commons, Mr. Churchill delivered an important speech on the Navy and intimated that further action would be taken by the Allies to prevent the importation of food-stuffs in neutral ships to Germany.

GERMANS THREATEN THE AMERICANS.

MORE FLOATING MINES TO BE SOWN BROADCAST.

London, Feb. 15.

It appears that Count Bernstorff, German Ambassador to Washington, in an interview with Mr. Bryan, intimated that Germany would partly rescind the war zone decree if Mr. Bryan insisted on the Wilhelm's cargo being delivered at Hamburg. This failing, the German Minister threatened further "frightfulness."

The direction of such "frightfulness" is indicated in a Copenhagen dispatch which states that Germany contemplates the sowing of floating mines broadcast on a gigantic scale.

AMERICAN AMBASSADOR'S GRAVE WARNING.

London, Feb. 15.

The American Ambassador at Berlin, interviewed by the *National Zeitung*, dwelt on the insanity of a German-American war, which, he said, would be fatal to Germany economically, in view of the millions of German money invested in American undertakings. But the language of the German Press, he said, increased the difficulty of solving a difficult problem. The possibility of a serious conflict would instantly arise if an American ship were sunk.

London, Feb. 13, 4.55 a.m.

President Wilson read yesterday's Washington note, which reminds Germany that the United States is open to no criticism of committing unneutral acts.

REPRESENTATIONS FROM ITALY.

London, Feb. 12, 7.40 a.m.

In Rome the "Tribuna" states that Italy has made representations to Berlin on the subject of the blockade similar to those of the United States.

London, Feb. 13, 10.55 p.m.

From the Hague it is reported that a German Legation communiqué tonight reiterates the warning to neutral shipping, and adds new paragraphs to the effect that as Great Britain says she is justified in hoisting neutral flags, moreover, as according to a reliable source British merchantmen are armed in order to destroy German submarines or run them, these ships become war vessels. Germany therefore urgently warns all neutral ships entering the English or Irish coast waters that after the 18th of February Germany will prosecute the war by all means. Neutral ships will run the same risks as if they were steaming through a sea battle between Germany and England.

AMERICA AND OUTGOING CARGOES.

London, Feb. 14, 6.55 a.m.

Reuter's correspondent at Washington states that the Government has rescinded the order hitherto enforced withholding for thirty days information regarding the cargoes of outgoing ships.

London, Feb. 13, 6.40 p.m.

The American Note has greatly embarrassed the German Government. It is reported that von Bothmann-Hellweg is going to East Prussia to consult the Kaiser.

The anger of the German people against the Americans is rising, and is being energetically fanned by the Press. It is believed that the German reply will be apologetic, but will not guarantee the safety of American ships unless the American Government prohibits belligerents from flying the American flag.

"AMERICAN SHELLS" DISCOVERY.

London, Feb. 13, 5.20 p.m.

Reuter's correspondent at Amsterdam states that a Berlin communiqué reports that hostile aircraft again bombarded the Belgian coast, causing heavy and deplorable damage to life and property. "We discovered shell," it adds, "on the west front which were clearly of American make."

THE AIRCRAFT RAID.

SIGNIFICANT SILENCE.

Feb. 12, 11.45 p.m.

The German official report of the British air-raid on points along the Belgian coast merely mentions that Britishers dropped bombs on Ostend. The report is significantly silent regarding details.

BY TELEGRAPH.

THE FIGHTING ON THE EASTERN FRONT.

STUBBORN ENGAGEMENTS.

London, Feb. 15.

A Petrograd communiqué says:—On the right bank of the Vistula the fighting is gradually developing on the front from Mochow to the Myschak-Ostroleka road, and is of the character of isolated engagements.

Considerable stubbornness distinguishes the fighting at Lyck, Raigrod, and Gracow. In the region further north the Russians are retiring towards a fortified line on the River Niemen under pressure from a great German force.

There has been only a cannonade on the left bank of the Vistula, on the Nida River.

We repulsed in the Carpathians attacks in the Gorlice and Svidnik regions, and carried the fortifications at Smolnik, east of Lutzow, capturing 1,019 prisoners. There has been stubborn fighting on the Tulkala-Wyszow front and the railways to Nalvornia.

THE STRUGGLE IN FRANCE AND BELGIUM.

MORE ARTILLERY DUELS.

London, Feb. 15.

The Paris evening communiqué says:—Between the sea and the Meuse no infantry action has been reported. In Belgium, between the Oise and the Aisne, and also in Champagne, there have been artillery duels.

In Lorraine, in the region of Pont-a-Mousson, we counter-attacked the enemy, who had occupied Notroy, and gained a footing on an adjacent height. The struggle continues.

No fresh report has been received regarding the operations in the Valley of Larche, where fighting has taken place of the nature of an outpost affair.

AEROPLANES OVER VERDUN.

London, Feb. 13, 5.20 p.m.

A Paris communiqué reports that the Germans violently bombarded Neuport and the Dime region, also the Ypres region. We replied effectively.

Elsewhere there have been intermittent cannonades. We exploded two mines in the Arda district. Ten aeroplanes flew over Verdun district, but did no damage. We repulsed two night attacks at Bondueures.

The Germans made shovelling attacks on Arancourt and Raucourt. The enemy bombarded the positions we won in Alsace, at Sidenhof, but the results were insignificant.

BAVARIANS SURPRISED.

London, Feb. 14, 12.55 a.m.

A Paris evening communiqué states there have been some artillery duels in Belgium. The French exploded a mine at Boiselle and occupied the cavity. They performed a similar feat south-west of Peronne, surprising Bavarian engineers.

The French heavy artillery dropped shells on the railway station at Yveron.

A French battalion which captured a wood at Souain was unable to withstand the counter-attack by superior forces, a snowstorm preventing support from the French artillery.

TURKS AGAIN DEFEATED.

Fighting On The Sinai Peninsula.

London, Feb. 13, 11.30 p.m.

A small British force landed on the Sinai peninsula, north of Tor, and surprised a body of 200 Turks who were preparing to attack Tor. The Turks were annihilated. We re-captured 100 prisoners. Sixty dead were counted on the field.

The enemy's camp and stores were destroyed.

Our losses were one Gurkha killed and one wounded. Fifty Turks, commanded by two German officers, who had previously reconnoitred a position which they believed to be undefended retired when they found it garrisoned by 200 Egyptians.

OFFICIAL DETAILS.

(British Foreign Office Telegram.)

London, Feb. 14.

In January last the Commander of the Turkish troops at Neys on being informed that the Government station at Tor was undefended sent fifty men with two German officers to occupy the place. This party found on arrival that Tor was garrisoned by two hundred Egyptian soldiers, so sent for reinforcements. These were sent and brought up the numbers of the enemy's main body to a little under two hundred men. On their arrival being known a small detachment of troops were landed in rear of the enemy and made a surprise attack upon their position at dawn on the 12th February. The enemy's force was annihilated, over one hundred prisoners were taken and over sixty of their dead were counted on the field. It is believed that none got away. The enemy's camp and stores were destroyed. Our losses were one Gurkha killed and one wounded.

GERMAN GOVERNMENT SEIZES FOOD.

London, Feb. 14, 4.30 a.m.

The German Government has seized home stocks of oats and increased the price by 50% a ton.

THE BELGIAN REFUGEES.

Concert By Convent Pupils.

London, Feb. 14, 6.55 a.m.

With the laudable object of augmenting Lady Lugard's fund for Belgian refugees in England a concert arranged and conducted entirely by members of the music class of the Italian Convent was given last evening before a large audience. The pupils and friends whose services they enlisted worked most energetically both in the arrangement of the programme and the selling of the tickets, and their efforts were highly successful. The programme consisted almost entirely of instrumental items, and the ability with which they were performed reflected credit upon pupils and teachers alike.

A band, under the baton of Miss C. Fano, gave a fine rendering of Haydn's "Kaiser Symphonie" the musicians being Misses J. Bria and A. Sina (Violin), J. Gardner (violin), D. Morris and L. Rose (Violin), J. Kendall (Viola), A. Fano and M. McGinnis (Cello), J. Sullivan, M. Ayres Silva and J. McGuire (Triangle), V. and R. Young, A. Sina, R. Sullivan, and D. Handson (Cuckoo), C. Holey, R. Young, J. Sullivan, M. Martin (trumpet), P. Camper, L. J. Young, G. Camper, E. Figueroa, and A. Hammond (mouth organ), and E. Gomez, J. Pasmore, Q. Jolson, and L. T. Y. (Quail Call), R. Kwick, C. Xaver, L. Camper, R. Focke, A. Camper, R. Nelson, L. Sina, M. Soriano, E. Plaidier, Y. McEwen, M. Gutterer, and M. Remedios (Nightingale). The Misses M. Melchior and E. Figueroa played the pianoforte accompaniment. The rest of the programme was as follows:

"Festa al Villaggio," G. Menozzi (6 hands), Misses M. Rosa, C. Ozerio and A. Camper.
Il giuoco dei Fiori, C. Imo, Misses W. Kendall, A. Begley, M. Soriano and E. and Esther Pfeider.
Rondo, C. M. Weber (4 hands), Misses R. and Y. Young.
Recitation, "Chap Diner" (Planché), Miss M. Higgins.
"Lucia Di Lammermoor," F. Fasynotti (12 hands), Misses R. Tam, M. Lee, M. Jen Hwa, J. Tam, E. Chu, and T. Young.
Larghetto, T. Vassallo, Misses R. and V. Young.
Valzer Appassionato, J. Ranzman (8 hands), Misses C. Morley, E. and Esther Pfeider and Master S. Owen.
"Awake," Song, Mrs. Charlton.
(Accompaniment: Miss C. Gittins).
Polonaise, Pico classico de F. Chopin, Misses M. Jison and E. McLeod.
Recitation, "Here she goes and there she goes," (James Mack), Miss M. Garrod.
Polonaise, Pico classico de Mazkowsky, Mrs. Surver, Misses M. Ahweg, M. Jison, and E. Figueroa.
Spanish Dance, Misses P. Benito, C. and A. Fano, J. Gonzalez.
(Accompaniment by Miss M. Jison).
"Polka," Concerto, P. Canonic (16 hands), Misses C. Jison, L. McGuire, L. Figueroa, A. Benito, M. Ayres, and B. del Campo.
Figlio della Providenza, De-Vacchi, Senz, Misses C. Mapa and M. Melchior.
Band, Kinder-Symphonie, Joseph Hardt, (Played by 4 children).
Accompaniment: Misses E. Figueroa, M. Melchior, J. P. Hwa, A. Sina, Baudmeister: Miss C. Fano.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

JAPAN'S DEMANDS FROM CHINA.

French Command.

London, Feb. 15.

As a result of direct negotiations between the railway managers and the Trades Union officials, increases of pay of 3/- per week have been granted to railwaymen with less than 30/- a week and 2/- to men in receipt of more than 30/- a week.

BRITISH RAILWAYMEN'S WAGES INCREASED.

London, Feb. 15.

A dispatch from Rome states that a mixed Italian column attacked a gathering of rebels south of Tripoli and burned their camp. The fight lasted all day and resulted in the dispersal of the rebels, who suffered enormous loss. The Italians lost 20 whites and 4 natives killed, and 65 whites and 13 natives slightly wounded.

FIGHTING IN TRIPOLI.

Italians Inflict Enormous Loss.

London, Feb. 15.

A telegram from Paris states that in reference to the reported Japanese demands on China regarding the possible leasing of Chinese territory to Foreign Powers, the *Times* says the Japanese demands do not conflict with French interests, and even if they should clash with Great Britain's interests at certain points there are too many links of friendship and interest between Japan and Great Britain for a basis of agreement not to be found. Moreover, Japan will need both the London and Paris markets to profit by the advantages she will obtain. A basis of agreement, therefore, will not be lacking. The principle of China's integrity is not involved; it is only a matter of economic competition.

BISHOP OF VICTORIA'S PASTORAL LETTER.

London, Feb. 15.

The Bishop has addressed the following Pastoral Letter to members of the Church of England resident in the Diocese of Victoria:—

MY DEAR FRIENDS,

The season of Lent calls us to self-examination, prayer and fasting. Let us be thorough in our scrutiny of our private lives, thoughts, words and deeds, our attitude towards our fellow-men of whatever race and nationality, and of our Christian feelings and truthful words concerning our enemies.

Let us go deeper, and enquire as to that which must be the source of all rightful conduct for the servants of God. For this reason I suggest that we should all reverently open our Bibles and read the epistle to the Church of Laodicea: Revelation III. 14-22. Then humbly ask if much of its heart-searching message from the great God of the Church to Christian people of the first century, thoughts, words and deeds, our attitude towards our fellow-men of whatever race and nationality, and of our Christian feelings and truthful words concerning our enemies.

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SPORTING.

ASSOCIATION FOOTBALL.

Engineers Beat Hongkong F.C.

The Hongkong F.C. lost their match with the R.F.C. on Saturday by the only goal scored. The Club appeared to have more of the play than the Engineers, but they were not up to their usual goal form in front of goal and their was not that dash about the team that has led them to victory on previous occasions, besides being a lack of cohesion. One or two plays tired themselves out trying to score by individual effort. But for the excellent work of Rogers in goal the Club would have been one, or perhaps two up, but Rogers did all that could possibly be required of him and incidentally saved his side. The Engineers goal was quite a lucky point. The ball, from somewhere near the centre of the ground finding the net after Edwards had cleared away a dropping shot and had not sufficient time to recover his place. The Engineers defence were prominent more than once and frequently worried the Hongkong forwards.

An important match between the Indians and Chinese was played yesterday before a very large crowd, the proceeds of the match being devoted to the Prince of Wales Fund. Indians were by far the better team and had the Chinese defeated at every position in the field. Ultimately, the Indians won by five goals to one. The game was followed with tremendous enthusiasm.

At a baseball match on Sunday afternoon at the Polo ground resulted in a team from the U.S.S. Wilmington defeated the team of the Mitsui Bussan Kaisha by nine points to seven.

At a basketball match on Sunday afternoon at the Polo ground resulted in a team from the U.S.S. Wilmington defeated the team of the Mitsui Bussan Kaisha by nine points to seven.

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At a basketball match

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the
DATES named:—

FOR	STEAMERS	To	REMARKS
LONDON, via Suez, Port Said, Malta, Naples, Genoa, and London.	See Special of C. W. COCKMAN, R.M.S.	28th Feb.	Admission
SHANGHAI, KOBE, YOKOHAMA, MANILA, CEBU, and ILOILO.	SARDINIA (Capt. J. T. JAFFRY)	28th Feb.	Passage.
SHANGHAI, KOBE, YOKOHAMA, MANILA, CEBU, and ILOILO.	NAMUR (Capt. A. COLLYER)	28th Feb.	Passage.
LONDON, via Suez, Port Said, Malta, Naples, Genoa, and London.	NAMUR (Capt. A. COLLYER)	10 a.m.	Freight and passage.

Subject to immediate alteration without Notice.
All the above steamers are fitted with Wireless Telegraphy.

P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

SAILINGS TEMPORARILY WITHDRAWN.

The 'EMPEROR OF RUSSIA' and 'EMPEROR OF ASIA' are new quadruple
screw 21 knot turbine steamers of 18,850 gross—30,825 tons displacement—
the latest, fastest and most luxurious on the Pacific.
All steamers of the Company's Pacific and Atlantic Fleet are equipped with the
Marconi wireless apparatus.
Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Express
Train and at Quebec with the Company's Atlantic Mail Steamers.
The Company's chain of Hotels across Canada are unsurpassed for comfort.

PASSAGE RATES, HONGKONG TO LONDON.

'EMPEROR OF RUSSIA' {Optional Atlantic Port £71.10.
'EMPEROR OF ASIA' {do do £68.
'EMPEROR OF INDIA' {do do £68.
'EMPEROR OF JAPAN' {do do £68.

MONTEAGLE—Intermediate service—First class railway, second cabin
Atlantic, via Canadian Atlantic Port—£43.
Atlantic, via Canadian Atlantic Port—£45.
Meals and sleeping car across Canada not in-
cluded in any of above rates. If required such
will cost £5 additional.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the
option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co.
or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call
in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and
Military Officers, European Civil Service Officials, Missionaries, etc. Full particulars
on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of
interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to
J. W. CRADDOCK, General Traffic Agent.

Canton Pender Street and Praya (opposite Blake Pier).

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT
TO ALTERATION.

DESTINATION	STEAMERS	Displacement	SAILING DATES
MARSHALLS & LONDON			
Via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	KASHIMA MARU (Capt. Yagi)	Tons 19,000	THURSDAY, 25th Feb. at Noon.
	MISHIMA MARU (Capt. ...)	Tons 18,000	THURSDAY, 11th Mar. at Noon.
VICTORIA, B.C. & SEAT- TLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, MANILA, CEBU, and ILOILO.	YOKOHAMA MARU (Capt. Komatsubara)	Tons 12,500	TUESDAY, 23rd Feb. at Noon.
	AWA MARU (Capt. Hori)	Tons 12,500	MONDAY, 1st Mar. at Noon.
SYDNEY and MELBOURNE, via MANILA, THUR- DAY ISLAND, TOWNS- VILLE and BRISBANE.	TANGO MARU (Capt. Soyeda)	Tons 13,500	TUESDAY, 16th Mar. at 4 p.m.
BOMBAY via SINGAPORE, JINSEN MARU.	JINSEN MARU (Capt. Terada)	Tons 5,000	WEDNESDAY, 17th Feb. at Noon.
MALACCA and COLOMBO	COLOMBO MARU (Capt. Sakamoto)	Tons 5,000	TUESDAY, 23rd Feb. at Noon.
CELEBES via SINGAPORE, PENANG & RANGOON.	NIKKO MARU (Capt. H. Takada)	Tons 9,500	MONDAY, 15th Mar. at 10 a.m.
YOKOHAMA	SUWA MARU (Capt. Mura)	Tons 20,000	TUESDAY, 2nd Mar. at 11 a.m.
KOBE & YOKOHAMA	RANGOON MARU (Capt. Nomura)	Tons 12,000	SUNDAY, 21st Feb. at Noon.
SHANGHAI & KOBE	TOSA MARU (Capt. Takano)	Tons 12,000	SATURDAY, 20th Feb. at Noon.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers	Displacement	Leave Hongkong
KASHIMA MARU	20,000 tons	Thursday, 25th February.
MISHIMA MARU	18,000 tons	Thursday, 11th March.
SUWA MARU	20,000 tons	Thursday, 28th March.
YANAKA MARU	18,000 tons	Thursday, 28th April.
YANAKA MARU	18,000 tons	Thursday, 28th May.
YANAKA MARU	18,000 tons	Thursday, 28th June.

FOR AMERICA.

Steamers	Displacement	Leave Hongkong
YOKOHAMA MARU	12,500 tons	Tuesday, 23rd February.
AWA MARU	12,500 tons	Tuesday, 9th March.
CHIDZUOKA MARU	12,500 tons	Tuesday, 23rd March.
TAMBA MARU	12,500 tons	Tuesday, 6th April.
AKI MARU	12,500 tons	Tuesday, 20th April.
SAHO MARU	12,500 tons	Tuesday, 4th May.

KUSUMOTO, Manager.

SHIPPING

PACIFIC MAIL S.S. CO.

OPERATING	MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons	MANCHURIA 27000 tons
KOREA 13000 tons	SIBERIA 13000 tons
CHINA 10200 tons	NILE 10000 tons
PERSIA 9000 tons	

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe.

S.S. MONGOLIA Sailing WEDNESDAY, 17th Feb. 1 p.m.

S.S. KOREA Sailing THURSDAY, 18th Mar. Noon.

S.S. CHINA Sailing WEDNESDAY, 17th Mar. 1 p.m.

S.S. PERSIA Sailing THURSDAY, 18th Mar. Noon.

S.S. MANCHURIA Sailing WEDNESDAY, 17th Mar. 1 p.m.

S.S. SIBERIA Sailing THURSDAY, 18th Mar. Noon.

For further information, rates, literature, etc., apply to
H. C. MORTON, Agent.

King's Building (opposite Blake Pier), Telephone No. 144.

For San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu.

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King's Building (opposite Blake Pier), Telephone No. 144.

SHIPPING

CHINA NAVIGATION CO. LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO	DATE
HONGKONG & PAKHOL	WENCHOW	Feb. 13, at 10 a.m.	
SHANGHAI	ANHUI	Feb. 13, at 4 p.m.	
MANILA, CEBU & ILOILO	CHIEHUA	Feb. 13, at 4 p.m.	
HAIPHONG	SINGAI	Feb. 13, at 10 a.m.	
BANGKOK	HUAY	Feb. 13, at 4 p.m.	
HONGKONG & HAIPHONG	KAIFONG	Feb. 20, at 10 a.m.	
SHANGHAI	LIANGCHOW	Feb. 21, Daylight.	
MANILA, CEBU & ILOILO	SUSUKIANG	Feb. 22, at 4 p.m.	

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANTU'.

MANILA LINE. Twin Screw Steamers 'Chincha', 'Taming', & 'Tian'.
Excellent Saloon accommodation, midships. Electric Fans fitted. Extra state-rooms
on deck, aft on 'Taming' and 'Tian'.

SHANGHAI LINE. The Twin Screw Steamers 'Anhui' and 'Chenai',
and the s.s. 'Kanchow', 'Liangchow', 'Leachow', and 'Yingchow', having excellent
accommodation with Electric Light throughout and Electric Fans in the state-rooms
and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and
Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday
and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern
China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of trans-
shipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 33.

INDO-CHINA STEAM NAVIGATION CO. LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION)

FOR	STEAMERS	TO	DATE
SHANGHAI	KWONGSANG	THURSDAY, Feb. 18, Daylight	
YOKOHAMA, KOBE & MOJI	YATSHING	THURSDAY, Feb. 18, at 3 p.m.	
HAIPHONG	TAKSANG	SATURDAY, Feb. 20, at 10 a.m.	
MANILA	YUENSANG	SATURDAY, Feb. 20, at 3 p.m.	
TIENSIN	CHONGSHING	SUNDAY, Feb. 21, Daylight	
SHANGHAI	CHOYSANG	TUESDAY, Feb. 23, Daylight	
SINGAPORE, PENANG & CAYUTTA	FOOHSANG	TUESDAY, Feb. 23, at 3 p.m.	
SANDAKAN	HINSANG	WEDNESDAY, Feb. 24, at Noon	
SINGAPORE & PENANG	ONSANG	WEDNESDAY, Feb. 24, at 3 p.m.	
SHANGHAI, KOBE & MOJI	YUENSANG	THURSDAY, Feb. 25, Daylight	
MANILA	LOONGSANG	SATURDAY, Feb. 27, at 3 p.m.	
SINGAPORE, PENANG & CAYUTTA	LAISANG	SATURDAY, Feb. 27, at 3 p.m.	
YOKOHAMA, KOBE & MOJI	KUTSANG	WEDNESDAY, Mar. 3, at Noon	

RETURN TOURS TO JAPAN.
The steamers Kiangang, Kwansang & Fookang leave about every 3 weeks for Shang-
hai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time
occupied 20 days. This service is supplemented by the Yatshing, Kwansang,
and Suwang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji
and returning thence direct to Hongkong. Time occupied 18 days.
These vessels have all modern improvements and are fitted throughout with Electric
Light.

A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin,
Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Kuantan, Lahad Dair, Singapore,
Tawau, Uluatan, Jesselton and Labuan.

For Freight or Passage, apply to

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BRITISH INDIA STEAM NAVIGATION CO. LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals
taking Passengers and Cargo at Current Rates.

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THE ROYAL MAIL STEAM PACKET COMPANY

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SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

For

Steamer.

Date of Departure.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

For freight and further particulars, apply to

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BRITISH INDIA S. N. CO. LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAIT, HONGKONG, SHANGHAI

AND JAPAN PORTS.

These Steamers have excellent saloon accommodation for passengers and are
fitted with all modern conveniences and carry a daily qualified surgeon.

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AGENTS.

Agents.

SHIPPING



STEAM FOR
STRATIS, OYLOX, AUSTRALIA,
COLOMBO, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTIN-
ENTAL, AMERICAN AND SOUTH
AFRICAN PORTS.

THE Steamship 'MILTA', Captain
G. W. COCKMAN, R.M.S., carrying His
Majesty's Mails will be despatched from
his port for BOMBAY, on FRIDAY,
the 26th February, at Noon, taking
Passengers and Cargo for the above
ports in connection with the Company's
Steamship 'Egyp' from Colombo. Pas-
senger accommodation in which vessel is
secured before departure from Hongkong.
Suez and Valparaiso, and Tea and Cargo
for Italy, France, and London (under
arrangement) will be transhipped at
Colombo into the mail steamer proceeding
direct to Marseilles and London. Other
Cargo for London etc. will be conveyed
via Bombay and transhipped to the
s.s. Kalyan due in London on 9th
April, 1915.

Parcels will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.

For further particulars, apply to

E. A. HEWITT,
Superintendent.

Hongkong, Feb. 13, 1915.

AMERICAN & ORIENTAL LINE.

HONGKONG & WHAMPOA DOCK CO., LD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG
 Cable Code: A.L. 1 R.C. 6811. Engineering First and Second Editions, Western Union, and Watson's
 Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
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 ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.
 Modern up-to-date plant operated by our own specially trained
 workmen under expert European supervision.
 AD classes of light steel work manufactured by the above process.
 Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SHIPS ARE AS FOLLOWS

NAME OF DOCK OR SHIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OF WATER AT SPRING TIDE	RISE OF TIDE	DEPTH OF WATER AT NEAP TIDE
KOWLOON	700	100	12	1	11
No. 1 Dock, Kowloon	270	40	12	1	11
No. 2 Dock, Kowloon	270	40	12	1	11
No. 3 Dock, Kowloon	270	40	12	1	11
No. 4 Dock, Kowloon	270	40	12	1	11
No. 5 Dock, Kowloon	270	40	12	1	11
No. 6 Dock, Kowloon	270	40	12	1	11
No. 7 Dock, Kowloon	270	40	12	1	11
No. 8 Dock, Kowloon	270	40	12	1	11
No. 9 Dock, Kowloon	270	40	12	1	11
No. 10 Dock, Kowloon	270	40	12	1	11
No. 11 Dock, Kowloon	270	40	12	1	11
No. 12 Dock, Kowloon	270	40	12	1	11
No. 13 Dock, Kowloon	270	40	12	1	11
No. 14 Dock, Kowloon	270	40	12	1	11
No. 15 Dock, Kowloon	270	40	12	1	11
No. 16 Dock, Kowloon	270	40	12	1	11
No. 17 Dock, Kowloon	270	40	12	1	11
No. 18 Dock, Kowloon	270	40	12	1	11
No. 19 Dock, Kowloon	270	40	12	1	11
No. 20 Dock, Kowloon	270	40	12	1	11
No. 21 Dock, Kowloon	270	40	12	1	11
No. 22 Dock, Kowloon	270	40	12	1	11
No. 23 Dock, Kowloon	270	40	12	1	11
No. 24 Dock, Kowloon	270	40	12	1	11
No. 25 Dock, Kowloon	270	40	12	1	11
No. 26 Dock, Kowloon	270	40	12	1	11
No. 27 Dock, Kowloon	270	40	12	1	11
No. 28 Dock, Kowloon	270	40	12	1	11
No. 29 Dock, Kowloon	270	40	12	1	11
No. 30 Dock, Kowloon	270	40	12	1	11
No. 31 Dock, Kowloon	270	40	12	1	11
No. 32 Dock, Kowloon	270	40	12	1	11
No. 33 Dock, Kowloon	270	40	12	1	11
No. 34 Dock, Kowloon	270	40	12	1	11
No. 35 Dock, Kowloon	270	40	12	1	11
No. 36 Dock, Kowloon	270	40	12	1	11
No. 37 Dock, Kowloon	270	40	12	1	11
No. 38 Dock, Kowloon	270	40	12	1	11
No. 39 Dock, Kowloon	270	40	12	1	11
No. 40 Dock, Kowloon	270	40	12	1	11
No. 41 Dock, Kowloon	270	40	12	1	11
No. 42 Dock, Kowloon	270	40	12	1	11
No. 43 Dock, Kowloon	270	40	12	1	11
No. 44 Dock, Kowloon	270	40	12	1	11
No. 45 Dock, Kowloon	270	40	12	1	11
No. 46 Dock, Kowloon	270	40	12	1	11
No. 47 Dock, Kowloon	270	40	12	1	11
No. 48 Dock, Kowloon	270	40	12	1	11
No. 49 Dock, Kowloon	270	40	12	1	11
No. 50 Dock, Kowloon	270	40	12	1	11
No. 51 Dock, Kowloon	270	40	12	1	11
No. 52 Dock, Kowloon	270	40	12	1	11
No. 53 Dock, Kowloon	270	40	12	1	11
No. 54 Dock, Kowloon	270	40	12	1	11
No. 55 Dock, Kowloon	270	40	12	1	11
No. 56 Dock, Kowloon	270	40	12	1	11
No. 57 Dock, Kowloon	270	40	12	1	11
No. 58 Dock, Kowloon	270	40	12	1	11
No. 59 Dock, Kowloon	270	40	12	1	11
No. 60 Dock, Kowloon	270	40	12	1	11
No. 61 Dock, Kowloon	270	40	12	1	11
No. 62 Dock, Kowloon	270	40	12	1	11
No. 63 Dock, Kowloon	270	40	12	1	11
No. 64 Dock, Kowloon	270	40	12	1	11
No. 65 Dock, Kowloon	270	40	12	1	11
No. 66 Dock, Kowloon	270	40	12	1	11
No. 67 Dock, Kowloon	270	40	12	1	11
No. 68 Dock, Kowloon	270	40	12	1	11
No. 69 Dock, Kowloon	270	40	12	1	11
No. 70 Dock, Kowloon	270	40	12	1	11
No. 71 Dock, Kowloon	270	40	12	1	11
No. 72 Dock, Kowloon	270	40	12	1	11
No. 73 Dock, Kowloon	270	40	12	1	11
No. 74 Dock, Kowloon	270	40	12	1	11
No. 75 Dock, Kowloon	270	40	12	1	11
No. 76 Dock, Kowloon	270	40	12	1	11
No. 77 Dock, Kowloon	270	40	12	1	11
No. 78 Dock, Kowloon	270	40	12	1	11
No. 79 Dock, Kowloon	270	40	12	1	11
No. 80 Dock, Kowloon	270	40	12	1	11
No. 81 Dock, Kowloon	270	40	12	1	11
No. 82 Dock, Kowloon	270	40	12	1	11
No. 83 Dock, Kowloon	270	40	12	1	11
No. 84 Dock, Kowloon	270	40	12	1	11
No. 85 Dock, Kowloon	270	40	12	1	11
No. 86 Dock, Kowloon	270	40	12	1	11
No. 87 Dock, Kowloon	270	40	12	1	11
No. 88 Dock, Kowloon	270	40	12	1	11
No. 89 Dock, Kowloon	270	40	12	1	11
No. 90 Dock, Kowloon	270	40	12	1	11
No. 91 Dock, Kowloon	270	40	12	1	11
No. 92 Dock, Kowloon	270	40	12	1	11
No. 93 Dock, Kowloon	270	40	12	1	11
No. 94 Dock, Kowloon	270	40	12	1	11
No. 95 Dock, Kowloon	270	40	12	1	11
No. 96 Dock, Kowloon	270	40	12	1	11
No. 97 Dock, Kowloon	270	40	12	1	11
No. 98 Dock, Kowloon	270	40	12	1	11
No. 99 Dock, Kowloon	270	40	12	1	11
No. 100 Dock, Kowloon	270	40	12	1	11

Please Address: Requisitions to the Chief Manager,
 1407

R. M. DYER, B.Sc., M.I.N.E., Kowloon Dock, Hongkong.

SHIPPING

ARRIVALS.

February 13.
 Lynton, British str., 1318, G. W. Walker,
 Kuching, Feb. 7, General.—BUTTERFIELD
 & SWIRE.

February 14.
 Lynton, British str., 1318, G. W. Walker,
 Kuching, Feb. 7, General.—BUTTERFIELD
 & SWIRE.

February 15.
 Lynton, British str., 1318, G. W. Walker,
 Kuching, Feb. 7, General.—BUTTERFIELD
 & SWIRE.

February 16.
 Lynton, British str., 1318, G. W. Walker,
 Kuching, Feb. 7, General.—BUTTERFIELD
 & SWIRE.

February 17.
 Lynton, British str., 1318, G. W. Walker,
 Kuching, Feb. 7, General.—BUTTERFIELD
 & SWIRE.

February 18.
 Lynton, British str., 1318, G. W. Walker,
 Kuching, Feb. 7, General.—BUTTERFIELD
 & SWIRE.

February 19.
 Lynton, British str., 1318, G. W. Walker,
 Kuching, Feb. 7, General.—BUTTERFIELD
 & SWIRE.

February 20.
 Lynton, British str., 1318, G. W. Walker,
 Kuching, Feb. 7, General.—BUTTERFIELD
 & SWIRE.

February 21.
 Lynton, British str., 1318, G. W. Walker,
 Kuching, Feb. 7, General.—BUTTERFIELD
 & SWIRE.

February 22.
 Lynton, British str., 1318, G. W. Walker,
 Kuching, Feb. 7, General.—BUTTERFIELD
 & SWIRE.

February 23.
 Lynton, British str., 1318, G. W. Walker,
 Kuching, Feb. 7, General.—BUTTERFIELD
 & SWIRE.

February 24.
 Lynton, British str., 1318, G. W. Walker,
 Kuching, Feb. 7, General.—BUTTERFIELD
 & SWIRE.

February 25.
 Lynton, British str., 1318, G. W. Walker,
 Kuching, Feb. 7, General.—BUTTERFIELD
 & SWIRE.

February 26.
 Lynton, British str., 1318, G. W. Walker,
 Kuching, Feb. 7, General.—BUTTERFIELD
 & SWIRE.

February 27.
 Lynton, British str., 1318, G. W. Walker,
 Kuching, Feb. 7, General.—BUTTERFIELD
 & SWIRE.

February 28.
 Lynton, British str., 1318, G. W. Walker,
 Kuching, Feb. 7, General.—BUTTERFIELD
 & SWIRE.

TO LET.

WAR DEPARTMENT.

TO LET.

IMMEDIATELY, No. 4 The Albany,
 Kowloon, Rent \$58 each per month.
 Also Nos. 1 & 2, Austin Avenue,
 Kowloon, facing the sea at Kowloon, Rent as
 one house \$300 per month, or separately
 at \$150 each per month.

Particulars can be obtained on application
 to the Officer Commanding, A.S.C.,
 Victoria Barracks, Hongkong.

HEADQUARTER OFFICE,
 VICTORIA BARRACKS,
 Hongkong, 18th February, 1915. 133

SMALL BUNGALOW, Barker Road,
 Peak, suitable for one or two
 bachelors.
 Apply "BUNGALOW"
 c/o "CHINA MAIL" Office.

TO LET.
 UGHSLAND WEST, Peak Road,
 recently renovated, furnished,
 moderate rent.
 Apply to
 THE CHINA PROVIDENT LOAN AND
 MORTGAGE COMPANY LTD.
 Hongkong, Nov. 13, 1914. 1192

TO LET.
 168 The Peak. THE KENNELS.
 THE HONGKONG LAND INVEST-
 MENT AND AGENCY CO., LTD.
 Hongkong, Oct. 8, 1914. 1074

TO LET.
 A HOUSE in Kowloon Terrace.
 THE HONGKONG LAND INVEST-
 MENT AND AGENCY CO., LTD.
 Hongkong, Dec. 3, 1914. 129

TO LET.
 TWO LARGE UNFURNISHED
 ROOMS, with Verandah, on the
 Upper Level. Light and airy. Good view
 of the Harbour.
 Apply Y.Y.Z.
 c/o "CHINA MAIL" Office.
 Hongkong, Jan. 6, 1915. 6

TO LET.
 PLATS in HUMPHREYS BUILD-
 INGS and Nathan Road, Kowloon.
 SIX ROOMED HOUSE in Minden
 Row, Kowloon.
 FOUR ROOMED HOUSES at Kow-
 loon.
 Apply to
 HUMPHREYS ESTATE & FINANCE
 CO., LTD.
 Hongkong, Nov. 12, 1914.

QUEEN'S BUILDING.
 TO LET the South West portion of the
 First Floor, including Treasury on
 Ground Floor, lately in occupation of the
 JERMAN BANK.
 GODOWN, No. 9 Ice House Street.
 OFFICES facing the Harbour between
 the Hoangkoo and Post Office.
 Apply to
 THE HONGKONG LAND INVEST-
 MENT AND AGENCY CO., LTD.
 Hongkong, Feb. 11, 1915.

TO LET.
 HOUSES in CLINTON GARDENS
 Conduit Road.
 1 HILLSIDE, 110, The Peak.
 GODOWN/NEW PRAYS, Kennedy Town.
 GODOWN at Wanchai.
 25, WONGNEICHONG Road.
 Apply.
 THE HONGKONG LAND INVEST-
 MENT AND AGENCY CO., LTD.
 Hongkong, Feb. 5, 1915. 840

TO LET.

TO LET.
 No. 59, The Peak (5 Cameron Villas).
 No. 62, The Peak (No. 2 Cameron
 Villas).
 "BEACONSFIELD", Battery Path.
 "KIRKWOOD", "No. 122"
 Plantation Road, Peak.
 Small Bungalow adjoining "GREEN-
 SEILE" Barker Road, Peak.
 "ROGATE" Austin Road, Kowloon.
 From 1st February, 1915.

ROOMS suitable for Offices on the
 First Floor of No. 3, Duddell Street.
 No. 7, "MOUNTAIN VIEW", Peak
 (unfurnished).
 "ELANDONIAN" No. 54 Mount Kellett
 Road, 5 rooms unfurnished from 1st
 March.

No. 1 Nathan Road Kowloon (No. 1
 Fairview) from 1st February.
 "SHORCLIFFE" Garden Road to let
 furnished, (6 Rooms).
 Apply to
 LINSTED & DAVIS.
 Hongkong, Feb. 12, 1915. 1027

TO LET.
 NICELY FURNISHED First Floor
 in Corner Flat in Nathan Road,
 Kowloon. Cheap immediate possession.
 Three minutes from Ferry.
 Apply—
 "A.E.C."
 c/o "CHINA MAIL" Office.
 Hongkong, Feb. 10, 1915. 130

TO LET.
 No. 6, "TORRES BUILDINGS".
 No. 2, "ROSE TERRACE" (14 Nathan
 Road) Kowloon.
 Apply to—
 SPANISH DOMINICAN
 PROCUROTOR.
 Hongkong, Feb. 3, 1915. 87

TO LET—FURNISHED.
 BISHOP'S LODGE NORTH, No. 12,
 the Peak. From 1st May next.
 For further particulars, apply to—
 PALMER & TURNER.
 Alexandra Buildings, 2nd Floor.
 Hongkong, Jan. 30, 1915. 88

HOTELS
 KINGSCLERE HOTEL,
 HONGKONG.
 UNRIVAILED position in the Hill
 district, overlooking the Botanical
 Gardens and facing the Harbour.
 Numerous quiet Suites with luxuriously
 fitted Bathrooms, Telephone and Electric
 Fans.
 Telephones in Bedrooms and Sitting-rooms
 throughout.
 Telephone No. 1122.
 Cable Address: "Schofield."
 A.B.S. Code 6th Ed.
 Hongkong, September 1, 1906. 129

KING EDWARD HOTEL
 Central Location.
 ALL ELECTRIC TRAM PASS ENTRANCE.
 A. Electric Lifts, Fans and Lighting,
 European Bath and Sanitary Fittings,
 Hot and Cold Water System throughout.
 Best of Food and Service.
 Telephone 373.
 TELEGRAPHIC ADDRESS:
 "VICTORIA." FRANK L. COOKE,
 Manager.

PASSENGERS EXPECTED.
 Per P. & O. steamer Medusa. From
 London Jan. 9. Rev. M. P. Williams, Rev.
 T. F. C. Butler, Miss C. H. Hod-
 wood, Mr. P. C. Kendall, Mr. E. H. Gordon,
 Rev. G. McMahon, Miss H. Sykes, Rev.
 H. G. Gaird, Miss Hopworth, Mrs. Per-
 kins.
 Per N. Y. K. s.s. Suva Maru. From
 London Jan. 6. Mr. D. Wood, Mrs. J. O.
 Whitaker, Mr. A. Hanson, Mrs. Tucker, Dr.
 H. W. Wills, Rev. and Mr. Wood, Miss
 Horne, Miss Wain, Miss Oryne, Miss
 Evans, Miss Pocock, Miss Shirley, Miss
 Blesley, Mr. and Mrs. Reid, Mr. H. P.
 Bell, Mr. E. A. Irving, Miss A. M. Ark-
 ham, Mr. G. S. B. Cusborne, Mr. and Mrs.
 Jackson, Mrs. Beck and child, Mr. E. F.
 Schwell, Mr. Locain.
 Per P. & O. steamer Mongolia. From
 London Jan. 23. Miss Robinson, Miss
 Crossley, Mr. H. B. White.

TO LET.
 HOUSES in CLINTON GARDENS
 Conduit Road.
 1 HILLSIDE, 110, The Peak.
 GODOWN/NEW PRAYS, Kennedy Town.
 GODOWN at Wanchai.
 25, WONGNEICHONG Road.
 Apply.
 THE HONGKONG LAND INVEST-
 MENT AND AGENCY CO., LTD.
 Hongkong, Feb. 5, 1915. 840

TO LET.
 HOUSES in CLINTON GARDENS
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 Hongkong, Feb. 5, 1915. 840

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